IN THE CLAIMS

Claim 1 (currently amended).

A speed control device for controlling the speed of a vehicle, the speed control device comprising:

a housing having a top with an opening, a bottom, and a hollow interior;

a plate having an upper surface and a lower surface, the plate slidably disposed within the interior of the housing;

a bump canister disposed within the interior of the housing and capable of protruding through the opening; [[**and**]]

a spring disposed within the interior of the housing and having a first end abutting the top of the housing and a second end abutting the upper surface of the plate; and

a pressure source connected to the housing and capable of placing pressure, either hydraulic or pneumatic, on the lower surface of the plate such that when the pressure source places pressure onto the plate, the plate slides upwardly toward the top of the housing causing the bump canister to protrude through the opening and when the pressure source is not placing pressure onto the plate, the plate slides downwardly toward the bottom of the housing **through the biasing action of the spring on the plate,** causing the bump canister to retract back into the housing.

Claim 2 (original).

The speed control device wherein the pressure source is activated by a speed sensor that detects the speed of the vehicle such that the pressure source places pressure on the plate whenever the speed sensor detects a vehicle traveling above a defined speed.

Claim 3 (original).

The speed control device as in claim 2 wherein the amount of pressure exerted by the pressure source is proportional to the amount of speed above the defined speed that the vehicle is traveling as detected by the speed sensor.

Claim 4 (original).

The speed control device as in claim 2 wherein the speed sensor is a sensor loop that is buried within the path of travel of the vehicle.

Claim 5 (original).

The speed control device as in claim 2 wherein the speed sensor is a radar gun.

Claim 6 (currently amended).

The speed control device as in claim 1 wherein the bump canister has at least one tubular member that has an angled and sharp top end that is capable of **contacting** a tire of the vehicle as the vehicle passes over the bump canister that is protruding through the opening of the housing.

Claim 7 (original).

The speed control device as in claim 1 wherein the housing is buried within a roadway.

Claim 8 (original).

The speed control device as in claim 7 wherein the top of the housing is flush with the roadway.

Claim 9 (original).

The speed control device as in claim 7 wherein the top of the housing is disposed above the roadway.

Claim 10 (original).

The speed control device as in claim 9 wherein a top surface of the canister is rounded.

Claim 11 (canceled).

Claim 12 (original).

The speed control device as in claim 1 wherein the housing is disposed within a ramp member, the ramp member capable of being removably seated onto an existing roadway.

Claim 13 (currently amended).

A speed control device for controlling the speed of a vehicle, the speed control device comprising:

a housing having a top with an opening, a bottom, and a hollow interior;

a speed sensor for sensing the speed of the vehicle;

a spring disposed within the interior of the housing and having a first end abutting the top of the housing and a second end abutting the upper surface of the plate; and

a bump canister disposed within the interior of the housing, the bump canister **[[articulating]]** **axially extending** between an extended position wherein the bump canister protrudes through the opening of the housing and a retracted position wherein the bump canister retracts back into the housing, the **[[articulation]]** **axial extension** of the bump canister being controlled by the speed sensor such that when the speed sensor senses the vehicle is traveling above a defined speed, the bump canister is placed into the extended position, otherwise, the bump canister is placed into the retracted position **through the biasing action of the spring on the bump canister**.

Claim 14 (original).

The speed control device as in claim 13 wherein a pressure source is connected to the housing and capable of placing pressure, either hydraulic or pneumatic, onto the bump canister for articulating the bump canister into the extended position.

Claim 15 (original).

The speed control device as in claim 14 wherein the amount of pressure exerted by the pressure source is proportional to the amount of speed above the defined speed that the vehicle is traveling as detected by the speed sensor.

Claim 16 (original).

The speed control device as in claim 13 wherein the amount of extension of the bump canister is proportional to the amount of speed above the defined speed that the vehicle is traveling as detected by the speed sensor.

Claim 17 (original).

The speed control device as in claim 13 wherein the speed sensor is a sensor loop that is buried within the path of travel of the vehicle.

Claim 18 (original).

The speed control device as in claim 13 wherein the speed sensor is a radar gun.

Claim 19 (original).

The speed control device as in claim 13 wherein the bump canister has at least one tubular member that has an angled and sharp top end that is capable of a tire of the vehicle as the vehicle passes over the bump canister that is in the extended position.

Claim 20 (original).

The speed control device as in claim 13 wherein the housing is buried within a roadway.

Claim 21 (original).

The speed control device as in claim 20 wherein the top of the housing is flush with the roadway.

Claim 22 (original).

The speed control device as in claim 20 wherein the top of the housing is disposed above the roadway.

Claim 23 (original).

The speed control device as in claim 22 wherein a top surface of the canister is rounded.

Claim 24 (canceled).

Claim 25 (original).

The speed control device as in claim 13 wherein the housing is disposed within a ramp member, the ramp member capable of being removably seated onto an existing roadway.

Claim 26 (canceled).